

[admin@seats.org.au](mailto:admin@seats.org.au)

19<sup>th</sup> March 2024

A submission to:

Hon John Graham, Minister for Roads; Minister for Jobs and Tourism

Hon Ryan Park, Minister for the Illawarra and South Coast

Hon Jo Haylen, Minister for Transport

Hon Tara Moriarty, Minister for Regional New South Wales

Hon Jenny Aitchison, Minister for Regional Transport and Roads

With copies to:

- MP for Heathcote
- MP for Kiera
- MP for Wollongong
- MP for Shellharbour
- MP for Kiama
- MP for South Coast
- MP for Bega
- MP for Monaro
- MP for Goulburn
- MP for Wollondilly
- MP for Camden

Please find attached a submission seeking a Government approach to improve the Transport Infrastructure in the South East part of NSW within the SEATS (South East Australia Transport Strategy) Region. These projects are sought to be advanced at the earliest opportunity to deliver freight productivity gains for industries located within south east Australia and in doing so will deliver regional economic development for the communities.

Access to ports and metropolitan markets, not only within NSW, is a critical piece of the freight logistical puzzle and paramount for creating access to markets and providing employment.

The Executive of SEATS is willing to meet with Ministers regarding any project which SEATS has identified as critical to the growth of the region to provide additional information.

Yours sincerely

Greg Pullen, Executive Officer, SEATS

Email: [admin@seats.org.au](mailto:admin@seats.org.au) Ph: 0402 571 782

## **SEATS - Transport Infrastructure Requirements in the South East of New South Wales**

SEATS (South East Australia Transport Strategy) provides highly co-ordinated and influential advocacy for the development of transport infrastructure in the South East Australian region that supports sustainable economic development and the prosperity of its constituents.

SEATS, formed in the mid 1990s, is an alliance of Local Government and other Government agencies together with industry that is concerned about the state of the freight transport network across south eastern Australia, including ACT. The organisation meets quarterly, has a paid secretariat and evaluates projects across all forms of transport that its membership has prioritised as worthy of Government and operator support.

Some projects have commenced either in a planning or construction phase. Some projects extend into Victoria as well as the ACT. It is pointed out that much of the freight concerned is not destined for metropolitan markets but from manufacturing node to manufacturing node or to port facilities for export.

Your support for the transport infrastructure projects below, whether they are wholly within your Ministerial influence, electorate or outside, is requested so that a highly efficient transport network exists for the productive transfer of freight within New South Wales and beyond.

### **Context**

The SEATS region consists of several regional production areas. The Illawarra-Shoalhaven is industrialised with steel manufacture, production of chemicals and nutraceuticals, food products, building products. The NSW southern tablelands has strong agricultural production, quarry supplies and timber processing. Out of Victoria's Gippsland comes horticultural produce requiring key freight and transport connections into both Sydney and Melbourne.

The region has significant quantities of inbound and outbound freight, with freight travelling through Port Kembla, Port Eden and Port Melbourne dominating movement in the region. The movement of freight to and from the region relies on existing road and rail networks. Key freight corridors that enable the movement of freight into and out of south east NSW include the Princes Highway and Monaro Highway corridors as well as the South Coast and Main Southern rail lines.

The continuous improvement of the Princes Highway corridor is of vital interest to SEATS as it contributes to the integrated approach that governments are taking across the transport network to better link ports with key freight precincts as well as key domestic distribution centres. The goal is to help create sustainable communities by providing a reliable and safe road network to access high value employment and social amenities.

## **RPT Air Services in/out of Sydney Airport**

SEATS believes that to provide viable and effective Air Services from regional and other centres into and out of Sydney Airport, a Federal Government review of the policies regulating regional access to Sydney Airport must be undertaken. Recently announced by the Australian Government, this review requires input from the NSW government and organisations like SEATS to bring about the necessary changes.

## **Regional Rail Freight**

SEATS strongly requests of the NSW Government to undertake the necessary works to enable bulk freight trains from western NSW that utilise the Moss Vale to Unanderra rail line to access Port Kembla and Bomaderry on the South Coast Line on a daily basis. Specific works that require to be undertaken include:

- Turnout required between Unanderra and Coniston Junction for train turnaround for trains >600m
- Dunmore Siding – Crossover (as per Fixing Country Rail application RNSW1385) is undertaken and available to enable freight trains to have more efficient paths for an expanding freight task to/from Bomaderry
- Bomaderry Station Yard Extension – extension of northern boundary & signally system (as per Fixing Country Rail application RNSW1392) be undertaken and available to enable freight trains to have more efficient access to the Bomaderry rail/road intermodal for the expanding freight task
- Toolijooa Passing Loop – to progress the implementation of this project to create more efficient paths for freight (and passenger) trains on this single track route between Dapto and Bomaderry

The following rail line capacity needs are required to be maintained and enhanced over time to:

- Ensure rail access between the Main Southern Line at Moss Vale and the South Coast Line at Unanderra is maintained and available to freight trains for an expanding freight task
- Ensure rail access between the Main Southern Line at Goulburn and the rail/road intermodal at Tarago is maintained and available to freight trains for an expanding freight task
- Ensure rail access between Bomaderry and Port Botany is maintained and adequate paths are available to freight trains of up to 1200m.

## **Road Freight Corridors**

SEATS strongly requests that for the Princes Highway Corridor that the New South Wales Government:

- Continue to plan for the upgrade of the Princes Highway including
  - Mt Ousley Rd interchange at UoW as it moves into its construction phase
  - Nowra Bomaderry Transport Strategy – progression of studies
  - PH Upgrade Project:
    - Jervis Bay Rd intersection - continue construction
    - JB Rd to Hawkens Rd/Sussex Inlet Rd - finalise design & move to construction

SEATS request for the New South Wales Government to improve Freight Transport Infrastructure within South East NSW – March 2024

- Milton Ulladulla Bypass - finalise design & move to construction
- Moruya Bypass - finalise design & move to construction
- Improvement of section between Batemans Bay and Snowy Mountains Hwy to enable compliance for HML/PBS vehicles (especially crossings at Wagonga Inlet & Brogo River).
- Crossing of the Illawarra Escarpment
  - Mt Ousley Rd/Picton Rd – continuous improvements with regard to safety & resilience including upgrade to Hume Hwy/Picton Rd intersection
  - MR 92 Beyond Nerriga – providing a HV/HML route between Nerriga and the Hume Hwy at Goulburn
  - Kings Hwy improvements to enable HML access
  - Snowy Mountains Highway upgrade to address resilience issues caused by mountain pass instability to ensure HV access and over time HML access
- For the Barton Highway
  - Completion of section between Yass and ACT Border
  - Establishment of HML route between Cooma and Yass (through ACT) for access to Tumut via Hume Highway and Gocup Rd

## **SEAPORT Access**

To ensure greater utilisation of Ports within NSW:

- Ensure PBS compliant road access into Pt Kembla from National Hwy grid is available and that adequate height clearances under bridges are monitored and maintained between Picton Rd and Pt Kembla in both directions.
- Ensure rail access between Bomaderry and Port Botany is maintained and adequate paths are available to freight trains of up to 1200m.
- Ensure freight rail access to export sea ports

SEATS is committed to achieving freight productivity gains for its region. With the co-operation of Government(s), this can be achieved on the larger transformational projects as well as improving access for heavy vehicles throughout the region.

Prepared and submitted by  
Greg Pullen  
Executive Officer  
SEATS (South East Australia Transport Strategy Inc)  
Ph: +61 402 571782  
E: [greg.pullen@seats.org.au](mailto:greg.pullen@seats.org.au)  
Web: <https://seats.org.au/>